

# JTC Sale of Site **Industrial Development**

Land Parcel at Plot B Tukang  
Innovation Drive

Tender Ref: JTC/PRD/IGLS/31122024/PLOTBTID

Technical Conditions of Tender



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**SALE OF SITE**  
**FOR BUSINESS 2 DEVELOPMENT**  
**ON LAND PARCEL**  
**AT PLOT B TUKANG INNOVATION DRIVE**

TECHNICAL CONDITIONS OF TENDER

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	<b>CONTENTS</b>	<b>PAGE</b>
PART I	GENERAL	<b>2</b>
PART II	PLANNING GUIDELINES	<b>3</b>
PART III	DEVELOPMENT GUIDELINES	<b>16</b>
PART IV	TENDER SUBMISSION / OTHER REQUIREMENTS	<b>21</b>

## **PART I**

### **1.0 GENERAL**

- 1.1** The Jurong Town Corporation (“JTC”), is inviting offers for lease by tender for the Land Parcel at Plot B Tukang Innovation Drive (“the Land Parcel”). The lease of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender for the Land Parcel.
- 1.2** The Successful Tenderer must in addition to the Conditions of Tender observe and comply with these Technical Conditions of Tender. The Conditions of Tender, and these Technical Conditions of Tender are to be read together with the Control Plan(s) of the Land Parcel supplied in the Tenderer’s Packet.

## PART II

### 2.0 PLANNING GUIDELINES


2.1 The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	18,722.2 sqm
Land use/ Zoning	"Business 2"
Allowable Development	<p>The industrial component within the development on the Land Parcel shall be for any use or uses that are permitted by the Competent Authority under the Planning Act (Cap 232) for 'Business 2' zoning, in accordance with the Master Plan Written Statement.</p> <p>The development shall be subject to the approval of JTC and all the relevant Competent Authorities.</p>
Development Type	The Successful Tenderer is required to develop a multi-user facility on the Land Parcel.
Heavy Vehicle Lots	<p>The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs.</p> <p>In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with <b>73</b> publicly accessible heavy vehicle parking lots for non-tenants within the industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs.</p> <p>All the heavy vehicle parking lots are subject to clearances by relevant regulatory authorities (e.g. LTA) under the Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment.</p> <p>Where the Successful Tenderer decides to strata-subdivide the development, the licensed Heavy Vehicle Park shall be comprised in a separate single strata lot.</p>
Permissible Gross Plot Ratio (GPR) for the proposed development on the Land Parcel	<p>2.5 (maximum)</p> <p>2.0 (minimum)</p> <p>All tenderers are required to carry out their own simulations to ascertain the achievable GPR prior to the submission of their tenders.</p>
Building Height (maximum) *	<p>Maximum development height shall not exceed <b>98m SHD</b>.</p> <p>All fixtures/structures on the rooftop of the developments (e.g. antenna, lift motor rooms, cranes, maintenance equipment, lightning conductors and water tank) are also subject to the above height limit. During construction phase/all tall construction machineries and temporary structures such as cranes, piling rigs, etc, must adhere to the same height limit.</p>

Industrial Use Quantum and Storey Height Control	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
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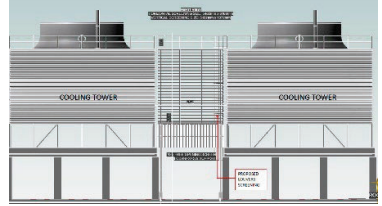
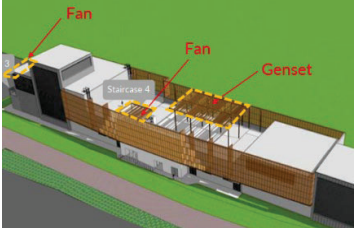

<b>Planning Guidelines</b> (Please refer to <b>Annex A</b> )	
Site Planning	
Green Buffer and Building Setback Control	<p>Green buffer and building setback <b>shall</b> comply with the following requirements.</p> <p>Minimum 15m along Jalan Ahmad Ibrahim inclusive of 5m green buffer.</p> <p>Minimum 15m along the junction of Jalan Ahmad Ibrahim and Corporation Road inclusive of 5m green buffer.</p> <p>Minimum 3.8m along the western common boundary inclusive of 2m peripheral planting and 1.8m open pedestrian walkway.</p> <p>Minimum 2m peripheral planting along northern common boundary.</p>
Site platform levels along public frontage (e.g. public roads, pedestrian footpath, Park Connector Network)	<p>The site platform levels <b>shall not</b> be higher than 0.6m in relation to the adjacent road levels, pedestrian footpath. No retaining wall <b>shall be</b> allowed along the parcel boundary fronting public footpath on public road.</p> <p>If there is any difference between site platform level and adjacent footpath/ covered linkway outside the site boundary; or if a retaining wall is needed due to site constraints, please refer to the detailed requirements mentioned under Boundary Wall and Retaining Wall(s). Please refer to the section drawings under Mitigation Zone clause for more information.</p> <p>The the Successful Tenderer <b>shall</b> consult all relevant agencies on the technical requirements of the proposed site platform levels.</p>
Service Area	<p>Service areas including refuse bin centre, bin point, bulk meter, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, A/C condensers, loading / unloading bays and holding bays, etc. <b>shall be</b> integrated within building envelope as much as possible and located away from public view<sup>1</sup> as indicated in the Control Plan.</p> <p>Effective concealment and/or screening of these service areas with architectural treatment and/or landscaping <b>shall be</b> provided if these areas are exposed to public view.</p> <p>If the trellis or louvers are chosen for architectural treatment, the spacing between the fins of the trellis or louvers <b>shall be</b> equal to or less than their depth. The openings in perforated panels, if provided, <b>shall be</b> evenly distributed with a porosity (i.e. percentage of void-to-</p>

<sup>1</sup> Public view is defined as any premises, open space, building, structure or any part thereof that can be seen by any member of the public from public roads, drainage reserves, parks and other land uses that are open for public access.

	<p>solid) equal to or less than 25%. The width / diameter of the openings <b>shall not</b> exceed 30mm.</p> <p>Open storages (if any) <b>shall not</b> be allowed on all sides of the development and <b>shall be</b> relocated and integrated within the building.</p> <p>Acceptable Solutions</p> <div data-bbox="678 533 1429 823" style="text-align: center;">  </div> <p style="text-align: center;">Screening with landscape such as shrubs or tall hedges ( e.g. <i>Syzygium myrtifolium</i> etc.) to conceal M&amp;E structure within green buffer.</p> <div data-bbox="685 957 1040 1209" style="text-align: center;">  </div> <p style="text-align: center;">Screening by architecture treatment such as perforated panels, louvers, etc.</p> <div data-bbox="1062 957 1425 1209" style="text-align: center;">  </div> <p style="text-align: center;">Screening by combination of landscape and Architecture Treatment such as trellis and vertical creepers/trailers (e.g. <i>Vernonia eliptica</i>, <i>Phyllanthus myrtifolius</i> )</p>
<p>Service Area on the roof that is visible to public view<sup>2</sup></p>	<p>All new service areas<sup>3</sup> located on the rooftop at be fully screened aesthetically from the top and on all sides of the building façade if these areas are exposed to public view<sup>2</sup> and surrounding residential developments.</p> <p>To ensure the effective screening, the spacing between the trellis or louver elements is to be equal to or less than their depth. The openings in perforated panels, if provided, are to be evenly distributed with a porosity (i.e., percentage of void-to-solid) equal to</p>

<sup>2</sup> Public view is defined as visible frontages seen from public roads, drainage reserves, parks and other land uses that are open for public access.

<sup>3</sup> Rooftop service areas may include water tanks & pump rooms, cooling towers, chiller rooms, MDS rooms, rainwater harvesting tanks, hosereel tank & pump rooms, etc.

	<p>or less than 25%. The width / diameter of the openings shall not exceed 30mm.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Screening on all sides of Cooling Tower through Architecture Treatment e.g. horizontal fins/louvres</p> </div> <div style="text-align: center;">  <p>Screening above and on all sides of Rooftop M&amp;E Services through Architecture Treatment e.g. trellis</p> </div> </div>
<p>Vehicular Access</p>	<p>All vehicular access to the development <b>shall be</b> taken from Tukang Innovation Drive, as indicated in the Control Plan. The exact location of vehicular access is subject to LTA's approval. Any additional access required by the Successful Tenderer will be subject to LTA's approval.</p>
<p>Vehicular Parking</p>	<p>All vehicular parking provision (car, motorcycle, heavy vehicles, etc.) <b>shall be</b> integrated/concealed within the building envelope or in multi storey/basement car parks. Should surface car parking be required due to constraints (e.g. operational requirements), they <b>shall be</b> visually concealed and/ or screened off from public view with landscaping and/or architectural treatment.</p> <p>Acceptable Solutions</p> <div style="text-align: center;">  <p>1<sup>st</sup> Storey carpark integrated within building envelope</p> </div>



1<sup>st</sup> Storey carpark next to main building with awnings/ canopies



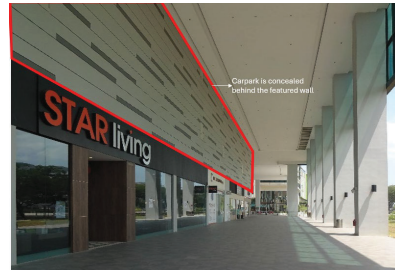
1<sup>st</sup> Storey carpark with concealment and screening through a combination of vertical trellis and rooftop greenery.

Multi-storey car park **shall be** visually concealed and/or screened off from public view with landscaping and/or architectural treatment.

Acceptable Solutions



Screening of multi-storey carpark with landscape such as vertical greenery.



Concealment of a multi-storey carpark along covered walkway with architectural treatment along covered pedestrian walkway.

Vehicular Ramp

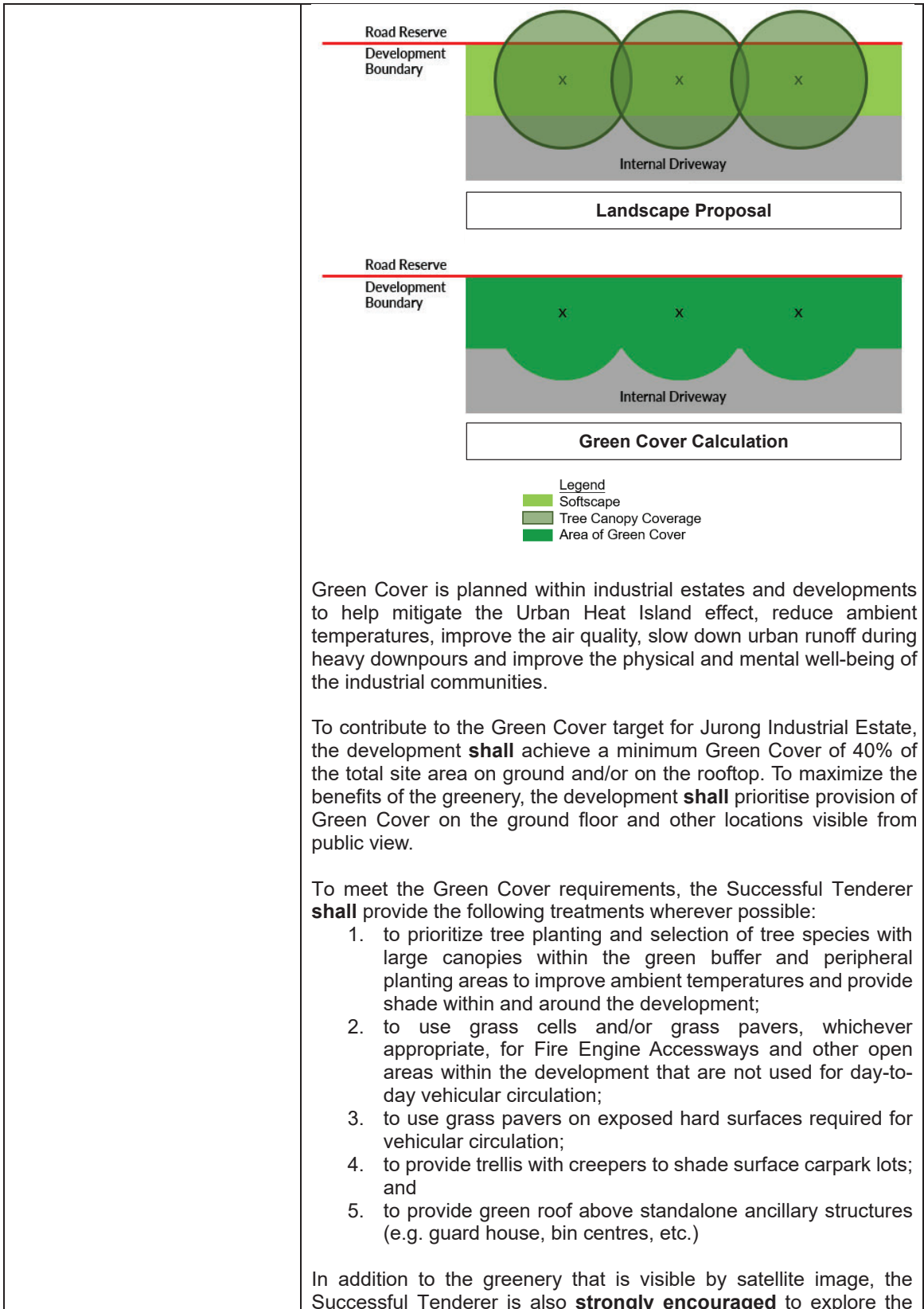
Vehicular ramp shall be located away from public view. Should the proposed vehicular ramp be visible from public view due to constraints (e.g. operational requirements), it **shall be** visually



	<p>concealed and/or screened off from public view with landscaping and/or architectural treatment.</p> <p>Acceptable Solutions</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Screening of a vehicular ramp with landscape such as vertical creepers (e.g. <i>Vernonia elliptica</i>)</p> </div> <div style="text-align: center;">  <p>Screening of a vehicular ramp with architectural treatment such as louvers</p> </div> </div>
<p>Drop-Off Point</p>	<p>Drop-off point (if any) <b>shall be</b> located fronting Tukang Innovation Drive and be integrated within building envelope.</p> <p>Any public and communal space within the development, such as staff or industrial canteen, lift lobby, staff lounge and recreation area, etc., are <b>strongly encouraged</b> to be designed holistically with the drop-off point along the main public frontage of the development.</p> <p>Traffic calming and pedestrian safety measures <b>shall be</b> provided at the drop-off point for pedestrian safety and to ensure no obstruction of pedestrian flow within the development, e.g. footpaths, zebra crossings and appropriate traffic markings.</p> <div style="text-align: center;">  </div> <p>A drop-off point is integrated with the overall building where the with a clear demarcation to separate vehicle and pedestrian areas.</p>
<p>Mitigation Zone</p>	<p>The mitigation zone <b>shall be</b> provided along Jalan Ahmad Ibrahim, Corporation Road and the northern common boundary as indicated</p>

	<p>in the Cross Sections B-B, C-C, D-D and E-E. The mitigation zone is an area between the outdoor and indoor public spaces of an individual parcel such as the covered walkway, lobby and roadside pedestrian walkway etc. Within the mitigation zone, all platform levels of public and semi-public spaces including indoor and outdoor spaces <b>shall</b> match with the adjacent level of the roadside pedestrian walkway. Any differences between the platform levels within the mitigation zone <b>shall be</b> designed for barrier free access.</p>
Industrial Canteen	<p>The Successful Tenderer propose <b>shall</b> provide an industrial canteen within the development. It shall be located along Corporation Road and seamlessly connected to the pick-up and drop-off points and the adjacent development covered walkway. The industrial canteen <b>shall be</b> open to public to provide amenity to the surrounding industrial developments.</p> <p>The quantum allocation for the Industrial Canteen <b>shall be</b> determined in accordance with URA Development Control guidelines.</p>
Pedestrian and Last mile connectivity	
Bicycle Parking and End-of-Trip facilities Provision	<p>The Successful Tenderer <b>shall</b> provide bicycle parking following the latest version of LTA's Code of Practice on Street Work Proposals Relating to Development Works and Code of Practice on Vehicle Parking Provision in Development Proposals.</p> <p>The Successful Tenderer <b>shall</b> comply with LTA's guidelines on related End-of-Trip facilities, where applicable.</p> <p>The bicycle parking lots and routing <b>shall be</b> segregated from pedestrian and vehicular access routes to avoid conflict between cyclists, pedestrians and motorists.</p>
Covered Walkway	<p>Covered walkway <b>shall be</b> provided as part of the comprehensive 24/7 pedestrian network to ensure convenient and unimpeded pedestrian movement and connectivity with the adjacent developments during inclement weather conditions.</p> <p>Covered walkway with a minimum width clear width of 3.0m and a minimum clear height of 3.6m <b>shall be</b> provided along the periphery of the building envelope fronting public road and/or major pedestrian corridor. Covered walkway with a minimum width clear width of 3.0m and a minimum clear height of 3.0m <b>shall be</b> provided along the south-western periphery of the building envelope fronting Jalan Ahmad Ibrahim due to level differences on site.</p> <p>This covered walkway <b>shall be</b> continuously connected up to the site boundary as well as to the adjacent estate-wide covered linkway and bus stop (if applicable). It <b>shall be</b> seamlessly integrated with the proposed development's lobby and <b>shall be</b> designed for barrier free access.</p> <p>The design of the proposed covered walkways <b>shall</b> comply with the prevailing requirements of all relevant authorities. Any GFA exemption / waivers for covered walkways <b>shall be</b> subject to URA approval.</p>
Covered Linkway Extension	<p>To ensure the effectiveness of the overall covered walkway network in terms of connectivity, the covered linkway <b>shall be</b> extended to</p>

	<p>the northern parcel boundary, Tukang Innovation Drive and the future bus stop along Jalan Ahmad Ibrahim with a minimum width 3.6m (3.0m clear) and a minimum clear height of 3.6m.</p> <p>A high covered linkway above fire engine access (FEA) or internal road with a minimum width of 4.5m clear and minimum clear height of 4.5m <b>shall be</b> provided.</p> <p>The Successful Tenderer shall, at his own cost, construct, own and maintain the covered linkway extensions, including the linkway beyond the site boundary connecting to the future bus stop which requires the Successful Tenderer to apply for alienation (through JTC) of the airspace above the Road Reserve (at the terms and conditions and rates to be determined by SLA). The construction of the covered linkway extension beyond the site boundary shall only commence after alienation of the airspace.</p> <p>These connections require the Successful Tenderer to apply for alienation (through JTC) of the airspace above the Road Reserve (at the terms and conditions and rates to be determined by SLA). The construction of the covered linkway extension <b>shall</b> only commence after alienation of the airspace.</p>
Open Pedestrian Walkway	<p>An open pedestrian walkway with a minimum clear width of 1.8m and 2m peripheral planting <b>shall be</b> provided along the western common boundary as shown in the Control Plan and Cross Section A-A. This walkway <b>shall</b> serve as a shortcut for pedestrians to the future bus stop along Jalan Ahmad Ibrahim.</p> <p>The Successful Tenderer shall construct, own, and maintain the open pedestrian walkway which <b>shall</b> remain accessible to the public at all times. The design of the pedestrian walkway, including its lighting, <b>shall</b> comply with all relevant authorities requirements.</p>
Landscape Guidelines and Boundary Definition	
Green Cover	<p>Green Cover is defined as the total surface area of landscape visible by satellite image provided within the land parcel to create an attractive, biophilic and sustainable working environment. Please refer to the illustration below for the Green Cover calculation methodology.</p>



	<p>following elements to further improve the greenery provisions within the development:</p> <ul style="list-style-type: none"> <li>a) hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas);</li> <li>b) planting within sky terraces/communal planters;</li> <li>c) vertical greenery; and</li> <li>d) at-grade covered communal landscape.</li> </ul> <p>The Successful Tenderer <b>shall</b> declare the Green Cover provision according to the Green Cover Declaration Template in <b>Annex B</b>.</p>
Landscape	<p>Sensitively designed landscape areas <b>shall be</b> provided within the site to enhance the quality of the working environment.</p> <p>Landscape areas within the green buffers <b>shall be</b> planted with trees and designed to augment roadside planting.</p> <p>Landscape areas <b>shall be</b> permanent planting areas with sufficient soil depth, implemented on ground or in planter boxes (no potted plants and movable planter boxes are allowed) with integrated soil retaining areas.</p> <p>Landscape areas <b>shall be</b> properly maintained within the site in accordance with all the requirements of the Authorities.</p> <p>Where building setback is required, landscaping is <b>strongly encouraged</b> within the setback if it is not used for the Successful Tenderer's operations (e.g. driveway, parking lots, M&amp;E) to contribute to Green Cover.</p>
Boundary Definition	<p>The development <b>shall be</b> fenceless and <b>shall</b> remain open to public at all times. The ground floor spaces <b>shall</b> remain porous to allow for seamless pedestrian connectivity both visually and physically.</p>
Façade and Building Envelope Guidelines	
Façade Treatment	<p>The façade on all sides of the development <b>shall be</b> aesthetically designed with good quality and easy-to-maintain materials to project a good image for the development and enhance the quality of the working environment.</p> <p>The façade treatment along Jalan Ahmad Ibrahim, Corporation Road and Tukang Innovation Drive and the northern and western common boundaries <b>shall</b> continue to wrap around the building corners for at least 2 column grids</p> <p>The development <b>shall</b> adopt passive design strategies that are environmentally responsive to the tropical climate, including optimising building form and massing and using suitable façade materials. These will ensure the façade design is sustainable with optimal thermal performance to minimise heat gain, maximise daylight and natural ventilation to reduce the dependence on artificial lighting and cooling energy.</p> <p>Blank walls, low-quality awnings, covers or shelters <b>shall not be</b> allowed on the building facade along public roads.</p>

	<p>The colours chosen for the façade <b>shall be</b> in harmony with the adjacent developments. Green building features such as vertical greenery is <b>strongly encouraged</b>. Low quality building materials such as bare plaster, corrugated sheets and crimp metal panels <b>shall not</b> be allowed on all building facades.</p>																
<p>Building Façade Signages</p>	<p>Building façade signages such as developer logo, development/building name and tenant logo/name <b>shall be</b> well-integrated with the building façade design and contained within the building edges and roof lines. Advertisements and billboards on the façade <b>shall not</b> be allowed.</p> <p>All building façade signages proposal <b>shall be</b> subject to JTC's review and approval. Building façade signage <b>shall</b> comply to relevant Authorities' guidelines.</p> <p>To allow consistency and to enhance estate's branding and identity for Jurong Industrial Estate, building façade signages <b>shall be</b> designed with the following conditions:</p> <table border="1" data-bbox="678 800 1425 1724"> <tr> <td colspan="2" data-bbox="678 800 1425 835">For high-level façade signages</td> </tr> <tr> <td data-bbox="678 835 841 898">Type of signage</td> <td data-bbox="841 835 1425 898">Applies to developer logo, building name and/or tenant logos.</td> </tr> <tr> <td data-bbox="678 898 841 1073">Number of signage</td> <td data-bbox="841 898 1425 1073"> <p>High-level façade signages <b>shall</b> be kept to a maximum of 4 nos per development, of which a maximum of 2 nos <b>shall be</b> allowed per façade.</p> <p>Duplication of signages along the same facade <b>shall not be</b> allowed.</p> </td> </tr> <tr> <td data-bbox="678 1073 841 1367">Size of signage</td> <td data-bbox="841 1073 1425 1367"> <p>The size of signage <b>shall</b> comply with the following requirements:</p> <ul style="list-style-type: none"> <li>a) Combined signage height <b>shall be</b> capped to a maximum of 1:15 of the overall building height; and</li> <li>b) Combined signage width <b>shall not</b> exceed 1/3 of the length of the façade whichever is smaller.</li> </ul> </td> </tr> <tr> <td data-bbox="678 1367 841 1570">Placement and location of signage</td> <td data-bbox="841 1367 1425 1570"> <p>The signage <b>shall be</b> placed against contrasting background, along prominent frontage(s) visible to the public such as fronting major roads and/or key view corridors.</p> <p>The signages <b>shall be</b> placed at the top corner(s) of the building façade(s)</p> </td> </tr> <tr> <td data-bbox="678 1570 841 1724">Lighting of signage</td> <td data-bbox="841 1570 1425 1724"> <p>Façade signages <b>are strongly encouraged</b> to be backlit.</p> <p>All light fixtures, metal struts and brackets <b>shall be</b> visually well-screened from public view.</p> </td> </tr> </table> <table border="1" data-bbox="678 1755 1425 1873"> <tr> <td colspan="2" data-bbox="678 1755 1425 1791">For mid/low-level façade signages</td> </tr> <tr> <td data-bbox="678 1791 841 1873">Type of signages</td> <td data-bbox="841 1791 1425 1873">Applies to building name, tenant logos including retail/commercial brand logos.</td> </tr> </table>	For high-level façade signages		Type of signage	Applies to developer logo, building name and/or tenant logos.	Number of signage	<p>High-level façade signages <b>shall</b> be kept to a maximum of 4 nos per development, of which a maximum of 2 nos <b>shall be</b> allowed per façade.</p> <p>Duplication of signages along the same facade <b>shall not be</b> allowed.</p>	Size of signage	<p>The size of signage <b>shall</b> comply with the following requirements:</p> <ul style="list-style-type: none"> <li>a) Combined signage height <b>shall be</b> capped to a maximum of 1:15 of the overall building height; and</li> <li>b) Combined signage width <b>shall not</b> exceed 1/3 of the length of the façade whichever is smaller.</li> </ul>	Placement and location of signage	<p>The signage <b>shall be</b> placed against contrasting background, along prominent frontage(s) visible to the public such as fronting major roads and/or key view corridors.</p> <p>The signages <b>shall be</b> placed at the top corner(s) of the building façade(s)</p>	Lighting of signage	<p>Façade signages <b>are strongly encouraged</b> to be backlit.</p> <p>All light fixtures, metal struts and brackets <b>shall be</b> visually well-screened from public view.</p>	For mid/low-level façade signages		Type of signages	Applies to building name, tenant logos including retail/commercial brand logos.
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	Number of signages	Mid/low-level façade signages <b>shall be</b> kept to maximum of 4 nos. per building block.  Duplication of signages along the same facade <b>shall not be</b> allowed.
	Size of signage	The size of signage <b>shall</b> comply with the following requirements a) The size of each mid/low-level signage <b>shall be</b> proportionate to the building; b) The height of each mid/low-level signage <b>shall not</b> exceed 1.5m; and c) It <b>is strongly encouraged</b> for the height of the mid/low-level signages to not exceed 2/3 of the high-level façade signage height.
	Placement and location of signage	The signages <b>shall be</b> located in a single cluster at the lower half of the building, with the exception of building name signage if any.  The signages <b>shall be</b> neatly arranged and aligned to the façade elements.
Design Pre-consultation & Review with JTC	<p>The Successful Tenderer <b>shall</b> submit the development proposal to JTC for review of UDG compliance and waivers (if any) minimum four (4) weeks prior to plan submissions to JTC for Landowner's Consent.</p> <p>The development proposal <b>shall be</b> submitted with the following contents:</p> <ol style="list-style-type: none"> <li>1. Architecture Drawing (floor plans, sections, elevations);</li> <li>2. Building Coverage Ratio (BCR) Calculation;</li> <li>3. Landscape Proposal and Green Cover Calculation;</li> <li>4. Building Material Palette;</li> <li>5. 3D perspective and/or Artist Impression of the development; and</li> <li>6. Summary of UDG compliance items and justification for waivers (if any).</li> </ol>	

## Other Requirements

- (1) The QP shall submit to CAAS a certified surveyor as-built plan prior to applying to the Building Control Authority (BCA) for Temporary Occupation Permit or Certificate of Statutory Completion for any development on the Land Parcel;
- (2) The QP shall obtain CAAS's prior written approval before mobilizing and/or installing any construction machineries on the Land Parcel;
- (3) CAAS shall be further consulted at the DC stage;
- (4) DSTA should be consulted either through URA – Development Control Group or JTC Plan Lodgement Scheme when the detailed development plans are available;
- (5) For any communication installations, the successful tenderer is advised to seek clearances from the relevant agencies such as IMDA;
- (6) The QP shall consult JTC if there is any conflicting requirements between JTC's Planning Guidelines and other authorities' requirements;
- (7) The Final Proposal shall be subjected to Design Review Process (DRP) Approval. The DRP can be in form of physical or virtual meeting, or email circulation depending on the complexity of the deviation (if any). The DRP process is as follows:
  - a. Successful tenderer can choose to present preliminary design to JTC for pre-consultations. The successful tender shall present the final design to DRP and obtain DRP approval prior to submitting for development application to the Competent Authority;
  - b. An estimated lead time of 3 weeks would be required to activate the DRP. Refer to 'contents of presentation to DRP' below:
    - i. Write-up of Overall Proposal and Design Concept;
    - ii. Sketch Plans (floor plans, Sections, Elevations and landscape plans);
    - iii. Lighting Proposal;
    - iv. Landscape Proposal;
    - v. Building Material Palette;
    - vi. Summary of items seeking deviation; and
    - vii. Softcopy of 3D massing model in level of detail 2 (LOD-2) format to be submitted either during the DRP session or the plan endorsement process. Acceptable file formats are SKP and FBX (preferred), 3DS, SHP, KMZ, MAX, DAE.

Formal DRP approval that would be issued could be with or without conditions to be incorporated into submissions for planning approval. The Formal DRP approval would be issued within 7 working days from the DRP session.



## **PART III**

### **3.0 DEVELOPMENT GUIDELINES**

#### **3.1 General Guidelines**

##### Development Control

- 3.1.1 The Successful Tenderer shall comply with the Development Control (DC) Guidelines issued or may be issued by the Competent Authority under the Planning Act 1998, unless otherwise stated in the Technical Conditions of Tender.
- 3.1.2 The Successful Tenderer shall comply with the revised Gross Floor Area (GFA) and strata area definitions as set out in the circular “Harmonisation of floor area definitions by URA, SLA, BCA and SCDF” issued on 1 September 2022.
- 3.1.3 Where applicable, the Successful Tenderer’s Qualified Person shall submit a Development Statement of Intent (DSI) together with their development proposal to the Competent Authority under the Planning Act 1998 at the formal submission stage in compliance with prevailing guidelines and circulars issued by the Competent Authority.

##### Vehicle Parking

- 3.1.4 The Successful Tenderer shall be required to fully comply with the physical parking requirements subject to the prevailing Parking Places (Provision of Parking Places and Parking Lots) Rules or any statutory modification and re-enactment thereto.
- 3.1.5 The Successful Tenderer is strongly encouraged to provide parking lots for motorcycles within the layout of the car park.
- 3.1.6 The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs. In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with **73** publicly accessible heavy vehicle parking lots for non-tenants within the proposed industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs. Heavy vehicle parking lots intended for non-tenants (i.e., for public use) shall be published on LTA’s OneMotoring website as open lots. The Successful Tenderer shall declare in LTA’s application form for ‘License to Operate Heavy Vehicle Park’ that they allow the public to enquire the parking spaces availability on LTA’s OneMotoring website.

- 3.1.7 Where the successful tenderer decides to strata-subdivide the development, the required licensed heavy vehicle park shall be comprised in a separate single strata lot independent from the strata industrial units. The heavy vehicle parking lots within the separate single strata lot can be excluded from GFA notwithstanding they are included as strata area.
- 3.1.8 The Successful Tenderer shall design the licensed heavy vehicle park to be consolidated in an area or areas within the development to serve public use and not individual tenants' use. The proposed HVP layout will be subject to the relevant Competent Authorities' approval.
- 3.1.9 All heavy vehicle parking lots should be licensed and operated in accordance with the Parking Places Act (Cap. 214) and the rules thereunder for the full duration of the lease of the subject site. The license to operate shall be and remain valid until expiry of the Lease.
- 3.1.10 The Successful Tenderer shall not sell the licensed HVP strata lot before the issuance of the License to Operate by LTA and Temporary Occupation Permit for the development, whichever is later.
- 3.1.11 At the plan submission stage, the Successful Tenderer is required to declare clearly on your plans, the proposed number of heavy vehicle parking lots intended for tenants and non-tenants (i.e., for public use), and clearly demarcate the area occupied by the licensed Heavy vehicle Park.
- 3.1.12 The Successful Tenderer is also required to submit, a declaration on the number and type of the heavy vehicle lots implemented and the utilisation rate.

#### Access into JTC/State Land

- 3.1.13 For the purpose of entering JTC/State Land to do any works for the purpose of or in relation to the proposed development as may be required under these present Technical Conditions of Tender or Conditions of Tender, the Successful Tenderer shall obtain a prior written consent from JTC or Singapore Land Authority (SLA). The consent may be granted on such terms and conditions and subject to the payment of such charges and fees as JTC or SLA may determine.

#### Deviations from Planning Requirements

- 3.1.14 The requirements set out in this Part relating to location, height, size, area or extent of uses, etc are specified with a view to achieving the relevant planning objectives as outlined or indicated in the provisions in this Part. The Successful Tenderer may submit for JTC's consideration

alternative proposal to any of such requirements. Where JTC is satisfied that the alternative proposal will also serve to achieve the planning objective relevant to the requirement, the Successful Tenderer may be allowed to adopt such alternative proposals instead in which event the relevant provisions in this Part shall be deemed to be complied with. JTC however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

### **3.2 Particular Guidelines**

- 3.2.1 The Successful Tenderer is to ensure that removal of any drain/sump in the land Parcel will not cause flooding to other plots and areas.

#### Vehicular Ingress/ Egress

- 3.2.2 The proposed permanent access point for the Land Parcel shall be taken from Tukang Innovation Drive as shown indicatively in the Control Plan (See **Annex A**).
- 3.2.3 The access points shall be located at least 50m away from the junction and staggered at least 30m away from other access points located on the adjacent and opposite side. The exact location and the number of access point(s) shall be subjected to the requirements and approval of the Land Transport Authority (LTA) and other relevant Competent Authorities.
- 3.2.4 The Successful Tenderer shall ensure that access to services areas (e.g. bin centre, electrical substation, loading/unloading bays) shall be taken from within the development. No service access will be allowed to be taken from public roads.
- 3.2.5 The Successful Tenderer shall ensure that proposed drop barriers and pick-up/drop-off points are to be located adequately from the access within the development. Sufficient vehicle queue length and holding bay shall be provided within the development to avoid any formation of vehicular queues onto the surrounding road network.
- 3.2.6 The Successful Tenderer shall ensure that any new plantings/landscaping along green buffer near the access point do not obstruct motorists/pedestrian crossing line of sight of on-coming traffic.
- 3.2.7 The Successful Tenderer is to design the boundary walls at the exit point/pedestrian side gates such that the line of sight amongst motorists/pedestrians/cyclists crossing the access is clear.
- 3.2.8 The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limiting to putting in

place traffic signage to remind motorists to slow down). Such measures are to comply with LTA's standard guidelines. The Successful Tenderer is encouraged to reduce the construction traffic during peak hours, and to appoint someone to manage the ingress/egress for heavy vehicles that require bigger turning radius to manoeuvre.

- 3.2.9 When necessary, traffic marshals should be deployed to manage traffic flow and safety of road users during construction stage.
- 3.2.10 The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limiting to putting in place traffic signage to remind motorists to slow down). Such measures are to comply with LTA's standard guidelines. The Successful Tenderer is encouraged to reduce the construction traffic during peak hours.
- 3.2.11 The exact location and detailed proposal for the access points and the traffic layout and arrangement are subject to the requirements and approval from LTA at the detailed submission stage.

#### Subdivision of Land Parcel

- 3.2.12 The Successful Tenderer may, with the prior written approval of JTC and at his own cost and expense, subdivide the Land Parcel in accordance with the provisions of Condition 6 and 50 of the Conditions of Tender. The Successful Tenderer shall, in the subdivision of the Land Parcel, comply with the provisions of the Planning Act (Cap 232) and the rules made thereunder and all other requirements of the relevant Competent Authorities.
- 3.2.13 The Successful Tenderer shall submit to JTC and the Competent Authority for approval his proposed sub-division plan indicating the proposed boundary, size and gross plot ratio for each subdivided plot, the amount of gross floor area and the height of the buildings to be constructed on each subdivided plot, and the layout of the necessary infrastructure such as roads, ingress/egress points, drains etc. to be constructed on the Land Parcel for the whole of the development.

#### Requirement for Development

- 3.2.14 The units built in the Development shall comply with technical specifications of minimum floor loading capacity of 7.5 kN/sqm, minimum floor-to-ceiling height of four (4.0) metres and minimum electrical provision of 120 VA/sqm.
- 3.2.15 For the purpose of the Development, in respect of multi-user industrial developments, the gross floor area ("GFA") of each unit shall not be less than one hundred and fifty (150) square metres. In the event the

Successful Tenderer is allowed to strata subdivide the Development, the GFA of each strata subdivided unit shall also not be less than one hundred and fifty (150) square metres.

3.2.16 For the purpose of the Development, in respect of multi-storey industrial developments, the Successful Tenderer shall be required to provide the following number of goods/service lift(s), based on the maximum permissible GFA of the Land, with a minimum lift car size of 2.0 m by 3.0 m and loading capacity of 2.5 tons. The Successful Tenderer is also provide the required number of loading bay(s) to serve the Development. This requirement is also applicable to Development(s) on each of the subdivided plot(s) should subdivision be allowed. Please refer to Condition 3.2.17 for specification compliance.

3.2.17 Minimum Provision of Goods/Service Lift(s) and Loading Bay(s)

<b>Maximum Permissible GFA of Land Parcel</b>	<b>Technical Conditions</b>
< 10,000 sqm	Minimum 1 goods/service lift and 1 loading bay.
10,000 – 30,000 sqm	Minimum 2 goods/service lift and 2 loading bay.
> 30,000 sqm	Minimum 3 goods/service lift and 3 loading bay.

3.2.18 Nonetheless, Condition 3.2.16 and 3.2.17 will not be applicable if the Development has direct vehicular access to all factory units.

3.2.19 For the avoidance of doubts, multi-storey industrial development applies to all industrial buildings which have four (4) storeys or more.

## **PART IV**

### **4.0 TENDER SUBMISSION / OTHER REQUIREMENTS**

#### **4.1 Plans of Proposed Development**

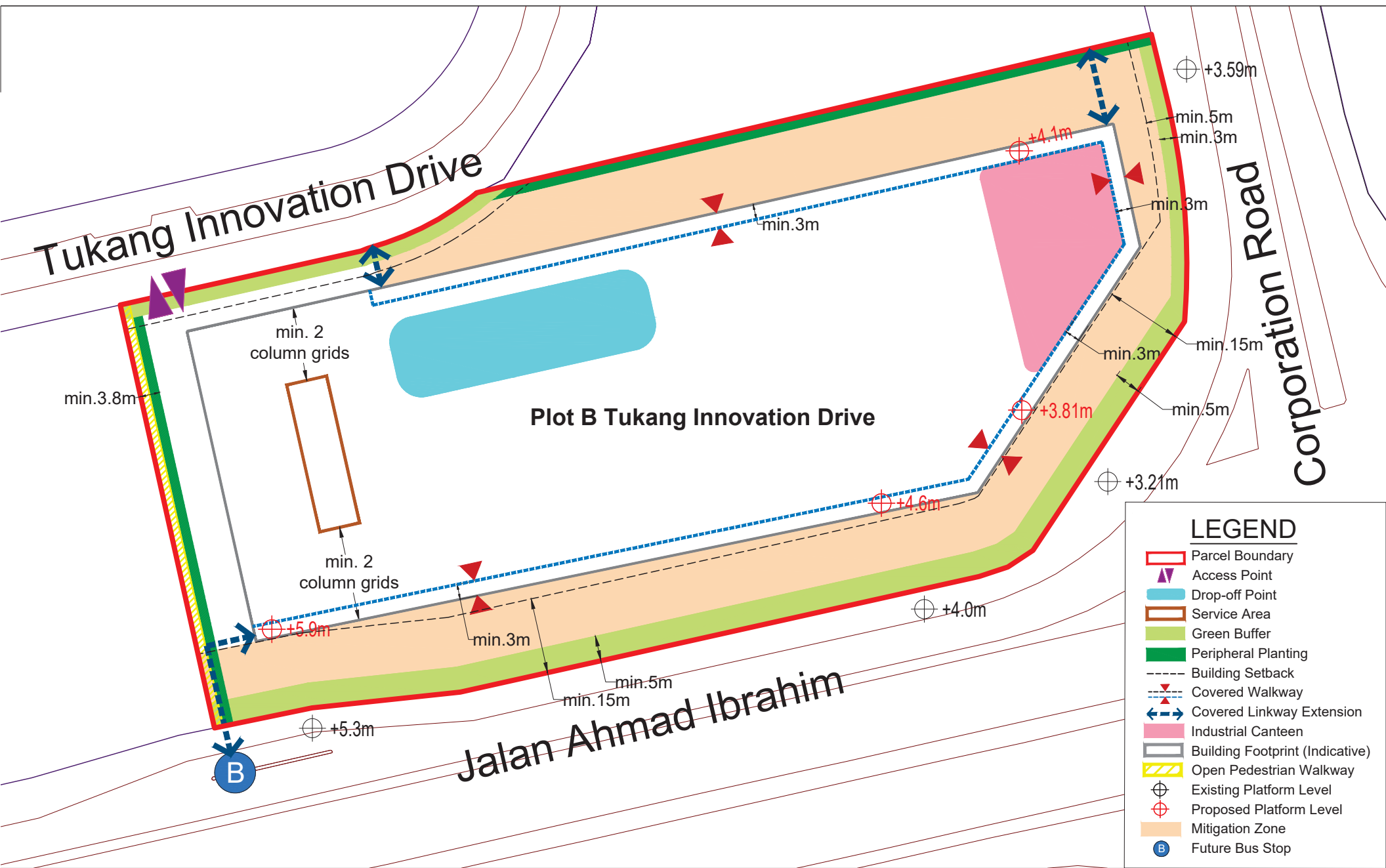
4.1.1 Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

4.1.2 The Successful Tenderer shall after the acceptance of his tender by JTC submit plans of the proposed development to JTC (if and when required to do so) and all relevant Competent Authorities for approval.

#### **4.2 CONQUAS Assessment of Construction Quality**

4.2.1 The Successful Tenderer shall be required to refer and submit the proposed development to the Building and Construction Authority (BCA) to be assessed for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

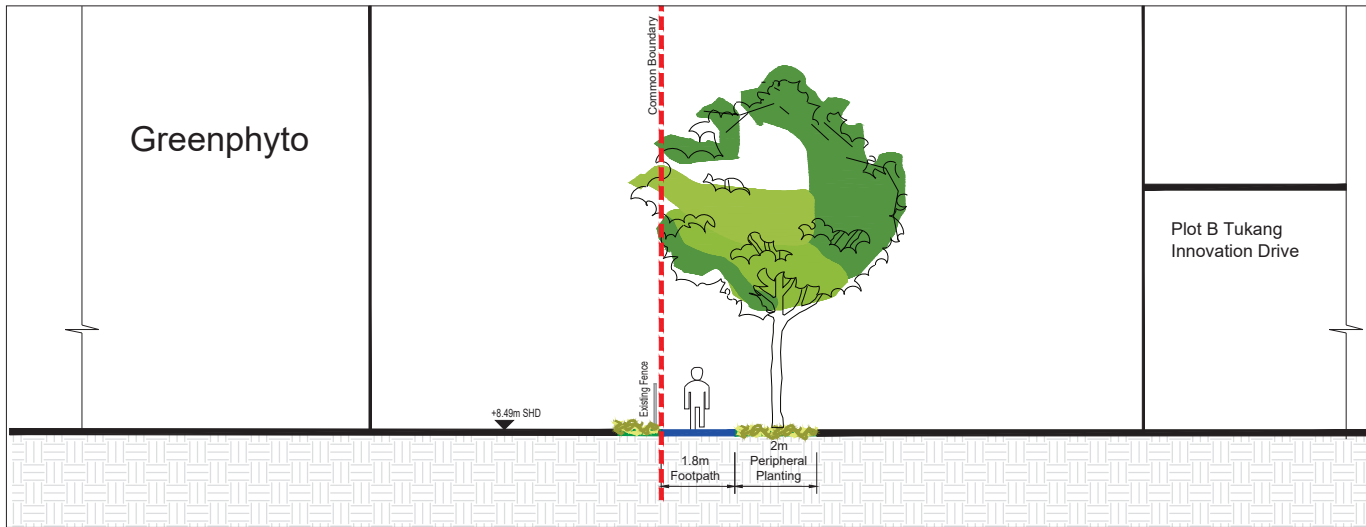
4.2.2 The Successful Tenderer shall for the purpose of this Condition comply with all requirements, procedures, directions and request of BCA and shall pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the proposed development under CONQUAS. The Successful Tenderer shall also render his full co-operation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.



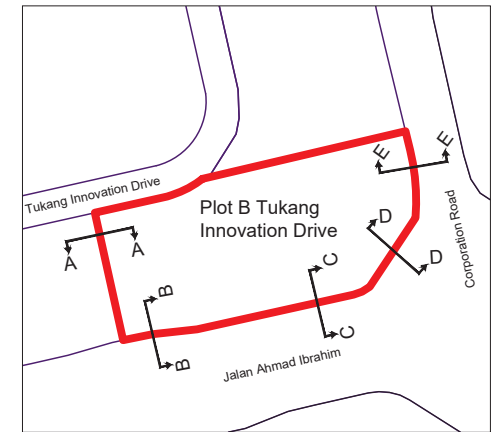
**JTC Corporation**  
Urban Planning & Architecture Division

**Annex A**  
**Control Plan for Plot B Tukang Innovation Drive**





Cross Section A-A



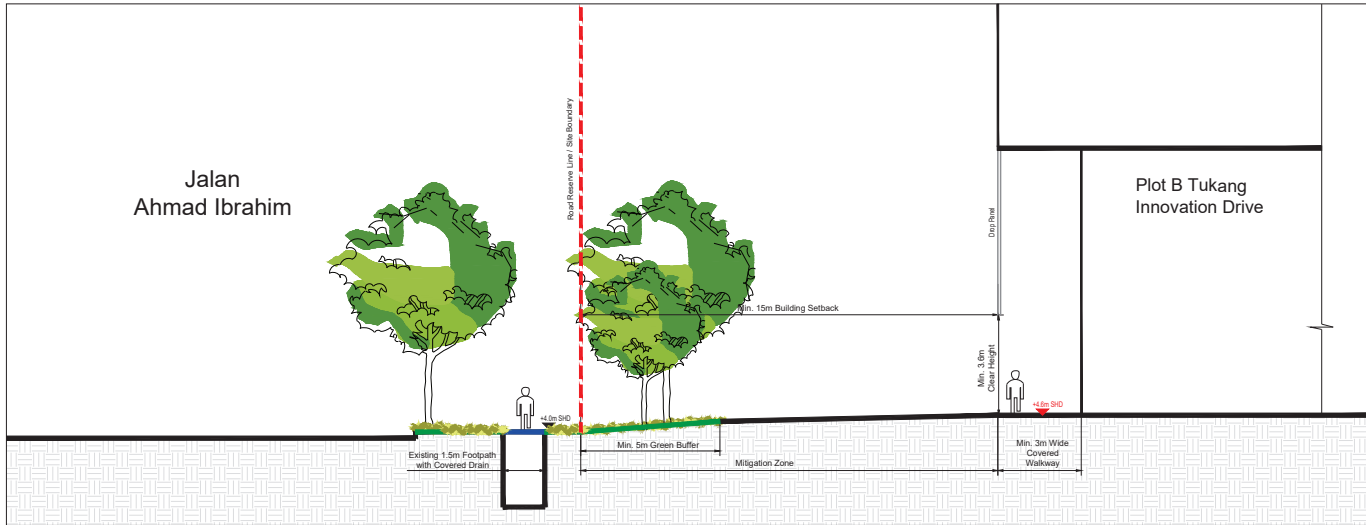
Key Plan for Plot B Tukang Innovation Drive



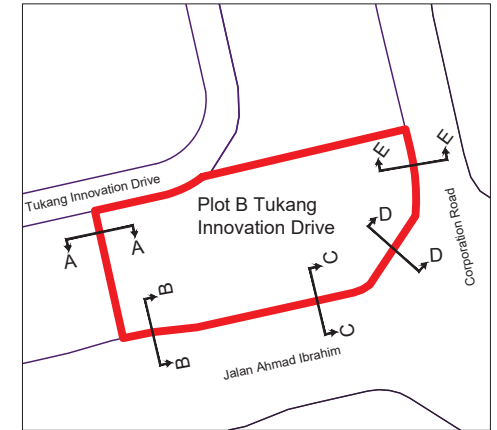
Cross Section B-B



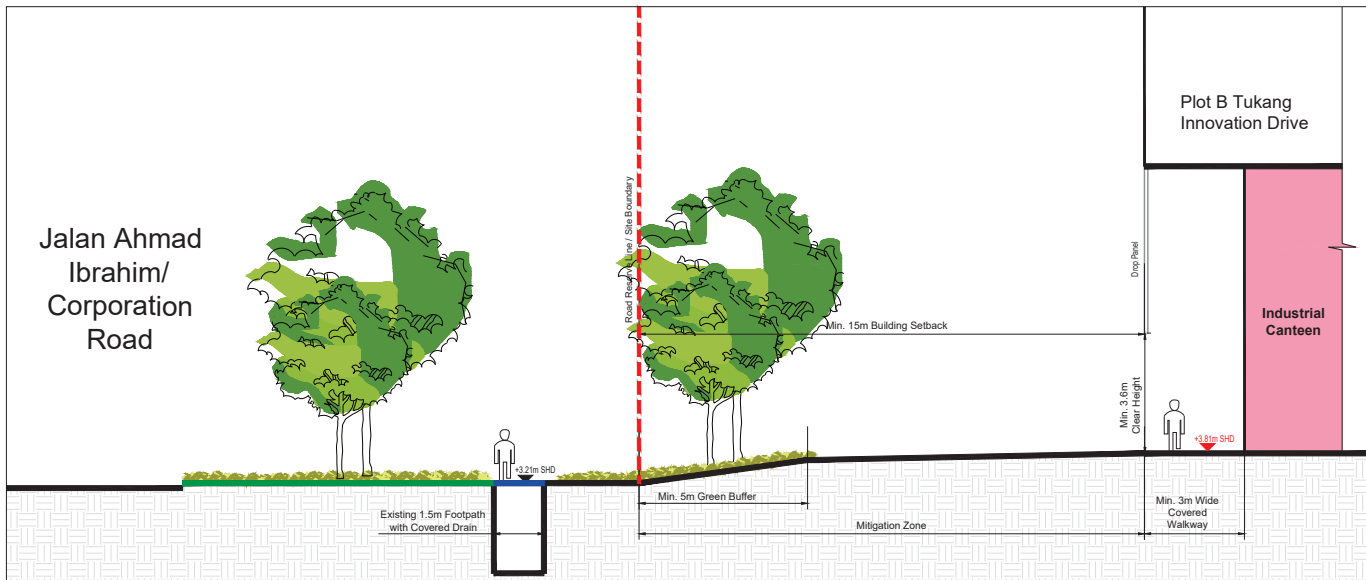




Cross Section C-C

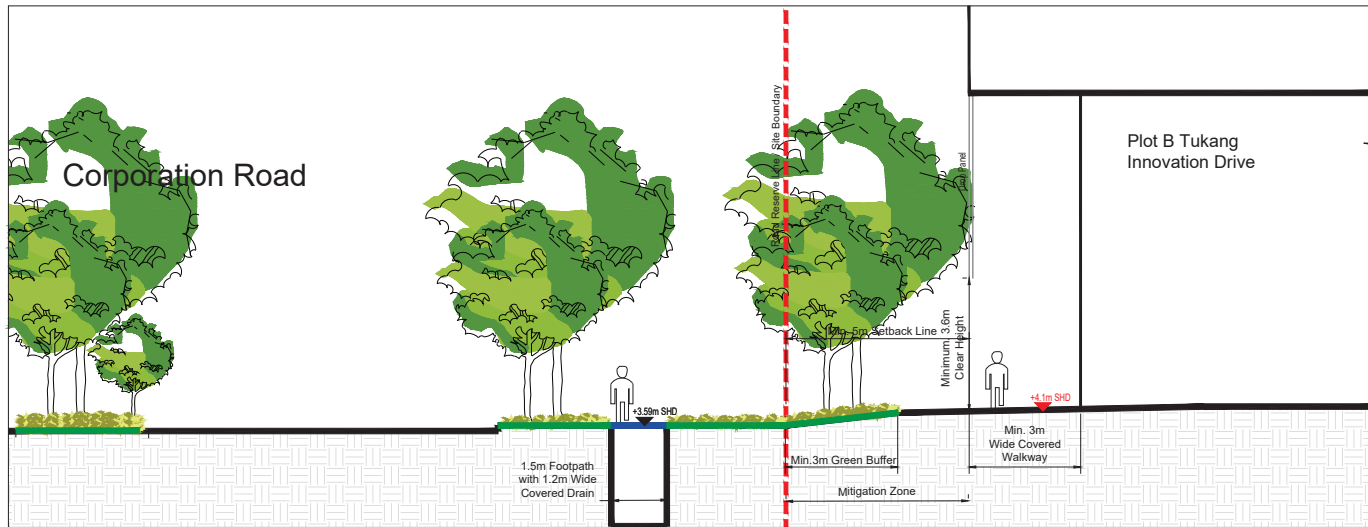


Key Plan for Plot B Tukang Innovation Drive

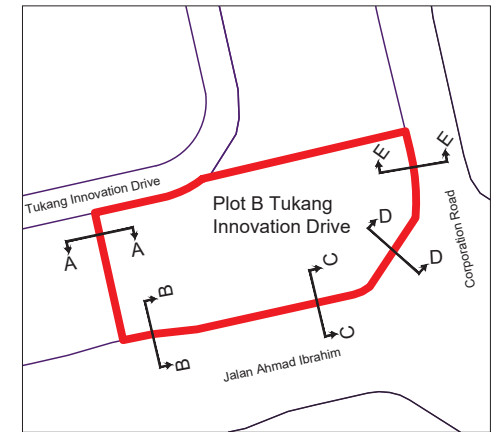


Cross Section D-D





Cross Section E-E



Key Plan for Plot B Tukang Innovation Drive



# Annex B

## Annex B – Green Cover Declaration Template

	Percentage (%)	Area (sqm)
<b>Green Cover</b>		
At-grade		
Rooftop		
Subtotal		
<b>Additional Greenery Provision</b>		
Hybrid PV		
Vertical greenery		
At-grade covered communal landscape		
Sky Terrace and communal planters		
Subtotal		
<b>Additional Sustainability Initiatives</b>		
Solar PV panels		
Subtotal		